

Amendments to the Claims:

This listing of claims will replace all prior versions, and listings, of claims in the application:

Listing of Claims:

1. – 15. (Canceled)

16. (New) An air-conditioning device for a vehicle, comprising:

a fan for generating a given air stream;

an evaporator arranged downstream of the fan and through which the given air stream flows;

a distributor space arranged after the evaporator;

control flaps between a first flow passage and a second flow passage, wherein the given air stream is configured to be divided by the control flaps such that generation of a first partial air stream and a second partial air stream is possible;

a mixing chamber, wherein the first flow passage opens out into the mixing chamber;

a heat exchanger arranged in the second flow passage for heating the second partial air stream, wherein the second flow passage opens out in the mixing chamber downstream of the heat exchanger, wherein generation of a mixed air stream from the first and second partial air streams in the mixing chamber is possible;

air exit passages leading from the mixing chamber into different regions of the vehicle's interior, wherein each air exit passage is assigned with a switching flap on a mixing chamber side for controlling an air exit stream from the mixing chamber through the associated air exit passage, wherein at least one of the air exit passages is a defrosting passage used to generate a defrost air stream directly on an inner side of a vehicle window and opens out at a defrosting nozzle assigned to the vehicle window;

at least one bypass passage through which a warm air stream can flow, wherein the at least one bypass passage branches off downstream of the heat exchanger, starting from the second flow passage upstream of the mixing chamber, and opens out directly into the defrosting passage; and

a mixing flap assigned to the at least one bypass passage for controlling the warm air stream through the bypass passage, wherein the mixing flap and control flaps are arranged axially on a common pivot axle,

wherein the mixing flap extends within regions in which the at least one bypass passage runs and the control flaps are formed in regions other than the at least one bypass passage, and

wherein the mixing flap associated with the bypass passage is curved convexly in cross section and the control flaps are curved concavely in cross section.

17. (New) The air-conditioning device as claimed in claim 16, wherein the mixing flap is coupled to the control flaps.

18. (New) The air-conditioning device as claimed in claim 16, wherein the mixing flap and control flaps are driven by a common actuator.

19. (New) The air-conditioning device as claimed in claim 16, wherein the first flow passage is designed as an overflow passage with respect to the second flow passage, within the course of which the control flaps are arranged, and

wherein a ratio between the first partial air stream and the second partial air stream is defined by the control flaps arranged in a region of a beginning of the first and second flow passages.

20. (New) The air-conditioning device as claimed in claim 19, wherein the bypass passage runs such that the bypass passage passes through the first flow passage, and wherein the first flow passage has the bypass passage passing through it in a region of the control flaps.

21. (New) The air-conditioning device as claimed in claim 16, wherein the mixing and control flaps are articulatively mounted on the common pivot axle by pivot arms which widen out in a shape of a segment of a circle and are also arranged at an edge.

22. (New) A method for operating an air-conditioning device of a vehicle, comprising:

providing an air-conditioning device, wherein the air conditioning device comprises:

- a fan for generating a given air stream;

- an evaporator arranged downstream of the fan and through which the given air stream flows;

- a distributor space arranged after the evaporator;

- control flaps between a first flow passage and a second flow passage, wherein the given air stream is configured to be divided by the control flaps such that generation of a first partial air stream and a second partial air stream is possible;

- a mixing chamber, wherein the first flow passage opens out into the mixing chamber;

- a heat exchanger arranged in the second flow passage for heating the second partial air stream, wherein the second flow passage opens out in the mixing chamber downstream of the heat exchanger, wherein generation of a mixed air stream from the first and second partial air streams in the mixing chamber is possible;

- air exit passages leading from the mixing chamber into different regions of the vehicle's interior, wherein each air exit passage is assigned with a switching flap on a mixing chamber side for controlling an air exit stream from the mixing chamber through the associated air exit passage, wherein at least one of the air exit passages is a defrosting passage used to generate a defrost air stream directly on an inner side of a vehicle window and opens out at a defrosting nozzle assigned to the vehicle window;

- at least one bypass passage through which a warm air stream can flow, wherein the at least one bypass passage branches off downstream of the heat exchanger, starting from the second flow passage upstream of the mixing chamber, and opens out directly into the defrosting passage; and

- a mixing flap assigned to the at least one bypass passage for controlling the warm air stream through the bypass passage, wherein the mixing flap and control flaps are arranged axially on a common pivot axle, wherein the mixing flap extends within regions in which the at least one bypass passage runs and the control flaps are formed in regions other than the at least one bypass passage, and wherein the mixing flap associated with the bypass passage is curved convexly in cross section and the control flaps are curved concavely in cross section; and

controlling the mixing flap to control the warm air stream which flows into the bypass passage.

23. (New) The method as claimed in claim 22, wherein the mixing flap of the bypass passage is mechanically coupled to the control flaps which divide the first and second partial air streams.

24. (New) The method as claimed in claim 23, wherein actuating movement of the mixing flap is partially effected by an actuator of the control flaps.